The New-York Times.

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SERVILE INSURRECTION.

The Federal Arsenal at Harper's Ferry in Possession of the Insurgents.

GENERAL STAMPEDE OF SLAVES.

United States Troops on their March to the Scene.

Dispatches from our Special Correspondent.

WASHINGTON, Monday, Oct. 17.

The report that negroes have taken possession of Harper's Ferry, and now hold the Government Armory, has created great excitement here. It is said that troops from Fort McHenry, Baltimore, will be dispatched forthwith to the scene of disorder.

Dispatches to the President and Secretary of War confirm the report from Harper's Ferry. The President has telegraphed to Postmaster at Frederick and Baltimore for particulars. The train was fired into on the Bridge, and one man was killed. The insurgents have possession of the Bridge. A special train at Baltimore has been ordered to carry on troops. Frederick Volunteers have offered services.

WASHINGTON, Monday, Oct. 17.

The latest account says the insurgents are Government employes, headed by one ANDERSON, lately arrived there. It is believed to be an Abolition movement to protect runaways. A large number of negroes stampeded last evening from several localities. It is supposed that they are making for Harper's Ferry.

RELAY HOUSE BALTIMORE AND OHIO RAILROAD, Monday, Oct. 17.

Gov. FLOYD announced in the Cabinet meeting this morning that two months ago he received an anonymous letter stating that an Abolitionist movement was on foot, which would exhibit itself first at Harper's Ferry, about the middle of October, but he treated it with levity, and had not thought of it since. This seems to give the key to the insurrection.

A train has just arrived here with three companies, but without ammunition.

The eighty-five marines in company are fully equipped and supplied, and may divide. The marines were ready at Washington depôt in one hour and twenty minutes from the first notice of the order.

BALTIMORE AND OHIO RAILROAD, PLANE NUMBER 4—9 P.M.

Our train of seventeen cars, with two hundred and ten Baltimore troops, eighty from Marines, and one hundred and twenty from Frederick, is just going on. Besides the above, there are one hundred and eighty Artillerymen from Fort Monroe. These constitute the whole force. Major REYNOLDS has command, until Major LEE, who is behind on a special train, with ammunition, comes up.

The insurgents have pillaged the pay-office. Governor WISE has ordered out the Jefferson Regiment, and a horseman has been dispatched by the Baltimore and Ohio Railroad, with the Governor's orders. This messenger will endeavor to pass through the country, and deliver his message by three o'clock to-day. It is yet doubtful whether the troops will make an attack to-night or wait for daylight.

MONOCACY BRIDGE, Monday, Oct. 17.

A train has just returned from Harper's Ferry having been refused permission to pass. The insurgents are increasing. The baggage-master of the train was permitted to pass into the town, when he was marched into the Armory, where he found about six hundred runaway negroes. Mr. WASHINGTON, of Jefferson, also came down with his wife and servant. The latter was taken prisoner, and Mr. WASHINGTON and his wife were tied in their carriage. The place appeared to be deserted by the inhabitants. A few only remained. The baggage-master was permitted to return.

The same party reports about two hundred white men engaged in the insurrection. Everything had been plundered, and all appeared determined to fight. Mr. DIFFEY, master of trains, has telegraphed from Martinsburg, *via* Wheeling, that a body of armed men have taken possession of the Armory at Harper's Ferry and have planted guns in one bridge; they have stopped all our tonnage, and mail trains bound East are at the west end of the bridge. The telegraph wires are cut and there is no communication East. A body of armed men are getting ready to leave here at once to clear the bridge, that our trains can pass.

There is great excitement all through the neighborhood. It is now evident that the insurgents have fortified themselves and will make a desperate resistance. The Directors and families of the Pennsylvania Central Railroad are on an excursion, and have also been stopped at Harper's Ferry.

The following are the first dispatches received from the scene of disturbance, that were communicated to the Government:

"The express train east has been detained at Harper's Ferry in consequence of the railroad bridge and Armory being in the possession of an armed organized band of Abolitionists. They are 100, and perhaps more, in number. I took my baggage master and proceeded through the bridge, when I was stopped by three men having arms, who ordered me to halt or be shot down. I retired from the bridge and made my escape. I have been frequently shot at, and so have many others. All the watchmen of the bridge and Armory are under arrest. Moreover, every bridge around is guarded. HAYWOOD, the colored man, has been shot through the left side, greatly endangering his life. Inform the United States officials at once. There are some eight or ten men in the neighborhood of the Ferry in the greatest anxiety to know the issue of this dreadful affair. The captain of the band told me to notify you that no other trains should pass the bridge. Had you not better notify the Secretary of War of the circumstance?"

Our train is ordered to let Major LEE overtake us. The Frederick companies went at 3 o'clock, P. M., but have not since been heard from. We take on at this place two additional pieces of artillery, and an additional supply of ammunition from Frederick.

HARPER'S FERRY, Monday, Oct. 17.

Train arrived and halted below town, where runners communicated the state of affairs. Jefferson County Regiment had entered town, from Virginia side, and Frederick troops crossed the bridge; there had been a deal of firing. Some nine persons killed.

Mr. BUCKMAN, Agent of the Railroad Company, was shot through, and his murderer fell almost at the same instant, pinned by a rifle ball from a friend of Mr. BUCKMAN.

The troops have landed, and are in the town. The insurgents are willing to surrender, but on terms of safe conduct out of difficulty, otherwise they threaten to sacrifice the lives of LEWIS WASHINGTON and Col. DANGERFIELD, who they now hold as prisoners. Capt. AARON STEPHENS, of Norwich, Conn., is now dying of wounds, and makes the following statement:

"The plan has been concocting for a year or more. The parties rendezvoused at a farm a few miles from here, rented for the purpose by Capt. BROWN, of Kansas notoriety, under the name of Smith. Among the insurgents are KAGI, of Ohio; TODD, of Maine; WM. SMITH and Mr. BROWN, of Ohio."

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From the Associated Press.

BALTIMORE, Monday, Oct. 17.

A dispatch just received here from Frederick, and dated this morning, states that an insurrection has broken out at Harper's Ferry, where an armed band of Abolitionists have full possession of the Government Arsenal. The express train going east was twice fired into, and one of the railroad hands and a negro was killed, while they were endeavoring to get the train through the town. The insurrectionists stopped and arrested two men, who had come to town with a load of wheat, and, seizing their wagon, loaded it with rifles, and sent them into Maryland. The insurrectionists number about two hundred and fifty whites, and are aided by a gang of negroes. At last accounts fighting was going on.

The above is given just as it was received here. It seems very improbable, and should be received with great caution, until confirmed by further advices.

BALTIMORE, Monday, Oct. 17.

A later dispatch received at the Railroad Office, says the affair has been greatly exaggerated. The reports had their foundation in a difficulty at the Armory, with which negroes had nothing to do.

BALTIMORE, Monday, Sept. 17.—1 P. M.

It is apprehended that the affair at Harper's Ferry is more serious than our citizens seem willing to believe. The wires from Harper's Ferry are cut, and consequently we have no telegraphic communication beyond Monocacy Station. The Southern train, which was due here at an early hour this morning, has not yet arrived. It is rumored there is a stampede of negroes from this State. There are many other wild rumors, but nothing authentic as yet.

The Secretary of War has telegraphed to Fort Monroe for three companies of artillery, who are expected to be in Baltimore to-morrow morning. A company of marines will leave the Washington Navy-yard at 3:20 o'clock to-day for Harper's Ferry

BALTIMORE, Monday, Oct. 17—2 P. M.

Another account received by train says the bridge across the Potomac was filled with insurgents, all armed. Every light in the town was extinguished, and the hotels, closed in all the streets, were in possession of the mob, and every road and lane leading thereto barricaded and guarded. Men were seen in every quarter, with muskets and bayonets, who arrested the citizens, and pressed them into the service, including many negroes. This done, the United States arsenal and government pay-house, in which was said to be a large amount of money, and all the other public works were seized by the mob. Some were of the opinion that the object was entirely plunder, and to rob the government of the funds deposited on Saturday at the pay-house. During the night the mob made a demand on the Wager Hotel for provisions, and a body of armed men enforced the claim. The citizens were in a terrible state of alarm, the insurgents having threatened to burn the town.

The following has just been received from Monocacy, this side of Harper's Ferry: "The mail agent on the Western-bound train has returned to Monocacy, and reports that the train was unable to get through. The town is in possession of the negroes, who arrest every one they can catch, and imprison. The train due here at 2 P. M., could not get through, and the agent came down on an empty engine."

BALTIMORE, Monday, Oct. 17—2½ P. M.

The Western train on the Baltimore and Ohio Railroad has just arrived here. Its officers confirm the statements first received touching the disturbance at Harper's Ferry. Their statement is to the effect that the bridge-keeper at Harper's Ferry, perceiving that his lights had been extinguished, went to ascertain the cause, when he was pursued and fired upon by a gang of blacks and whites. Subsequently the train came along, when a colored man, who acted as assistant to the baggage-master, was shot, receiving a mortal wound, and the conductor, Mr. PHELPS, was threatened with violence if he attempted to proceed with the train. Feeling uncertain as to the condition of affairs, the conductor waited until after daylight before he ventured to proceed, having delayed the train six hours. Mr. PHELPS says the insurrectionists number two hundred blacks and whites, and that they have full possession of the United States armory. The party is commanded or led by a man named ANDERSON, who had lately arrived at Harper's Ferry. Mr. PHELPS also confirms the statement in a previous dispatch, that the insurrectionists had seized a wagon, and loading it with muskets had dispatched it into Maryland. The military of Frederick had been ordered out.

Dispatches have been received from President BUCHANAN, ordering out the United States troops at this point, and a special train is now getting ready to convey them to the scene of disturbance. He has also accepted the volunteered services of Capt. SHNICK's Company of Frederick, and has likewise ordered the Government troops from Old Point Comfort to proceed immediately to Harper's Ferry. This intelligence is authentic.

BALTIMORE, Monday, Oct. 17—3½ P.M.

The mail train going West got as far as Sandy, when Mr. HOOD, the baggage master, and another party, started on foot to the bridge. They went through the bridge, and were taken and imprisoned, but subsequently went before the captain of the insurrectionists, who refused to let anything pass. All of the eastward bound trains laying west of Harper's Ferry, have been taken; persons from this side the river, tying them together, and taking off the slaves. The mail train bound West has returned to Monocacy. There are from five hundred to seven hundred whites and blacks concerned in the insurrection.

The United States marines at Washington are under orders for Harper's Ferry. There is great excitement in Baltimore, and the military are moving. Several companies are in readiness to take the train, which will leave soon.

BALTIMORE, Monday, Oct. 17—4 P. M.

An account from Frederick says a letter has been received there from a merchant at Harper's Ferry, sent by a boy who had to cross the mountain and swim the river, which says that all the principal citizens are imprisoned, and many have been killed; also, that the railroad agent had been shot twice, and that the watchman at the depôt had been shot dead.

BALTIMORE, Monday, Oct. 17—5 P. M.

A train filled with military, including the Law Greys, City Guards, Shields' Guards, and other companies, left here at 4 o'clock for Harper's Ferry. Representatives of the press accompanied the military.

BALTIMORE, Monday, Oct. 17—7 P. M.

A dispatch from Martinsburgh, west of Harper's Ferry, received *via* Wheeling and Pittsburgh, confirms the report of the insurrectionists having possession of the arsenal at Harper's Ferry, and says they have planted cannon at the bridge. All the trains have been stopped. A body of armed men was getting ready to proceed thither to clear the road. There was great excitement at Martinsburgh, Va.

RICHMOND, Monday, Oct. 17.

It is reported and believed that the Governor of Virginia has ordered volunteer troops to Harper's Ferry. WASHINGTON, Monday, Oct 17—4 P. M.

On the receipt of the intelligence from Harper's Ferry, orders were issued for three companies of artillery at Old Point and the corps of marines at Washington Barracks to proceed thither without delay. The marines, ninety-three in number, left in the 3:15 P. M. train, with two twelve-pound howitzers and a full supply of ammunition. It is reported that they are under orders to force the bridge to-night at all hazards. Col. FAULKNER accompanies them.

It is reported, on good authority, that some weeks ago Secretary FLOYD received anonymous epistles stating that about the 15th of October the Abolitionists and negroes, and other disaffected persons, would make an attempt to seize the arsenal and hold the place, but the statement was so indefinite and improbable as to cause no fears of such an outbreak.

WASHINGTON, Monday, Oct. 17.—9 P. M.

In view of the possibility of the disturbances at Harper's Ferry extending to this vicinity, the Mayors of Washington and Alexandria have taken precautionary steps for its suppression. The President, through the Mayor of Washington, ordered a strong detachment of volunteer Militia to be posted at the National and Company armories, which was promptly done. Two hundred stand of muskets and a supply of ammunition will also be placed in the City Hall, for emergency. It is suggested by well-informed persons that the cause of the insurrection is the reported fact that not long since the contractor for the construction of a Government dam, at the Ferry, absconded, largely defrauded to several hundred employes, who have taken this step to indemnify themselves, by the seizure of the Government Funds, which it was supposed were transported thither on Saturday. A gentleman just in from Harper's Ferry, thinks the blacks participated in the outbreak only on compulsion.

RICHMOND, Monday, Oct. 17—9 P. M.

There is great excitement here. Company F, with full ranks, has just left the Armory, expecting to take a special train to-night. There is a new company, with a similar uniform to the Greys.

The Greys leave for Harper's Ferry early in the morning. The Governor left to-night for Washington.

BALTIMORE, Monday, Oct. 17—9 P. M.

The *American's* special reporter telegraphs from Plane No. 4, 45 miles from Baltimore, and 31 from Harper's Ferry, at 8 o'clock, that the train consists of seventeen cars, with four hundred troops, under Maj. REYNOLDS, with a roadmaster and laborers to repair the track, and telegraphers to mend the lines. Three companies from Frederick were in an advance train. Col. HARRIS, of the United States Marines, commanding the expedition, follows in a special train. They will not reach Harper's Ferry before 10 o'clock.

MONOCACY BRIDGE, Monday, Oct. 17—10 P. M.

The train arrived here at 9 o'clock. LUTHER SIMPSON, baggage master of the mail train, gives the following particulars: I walked up the bridge; was stopped, but was afterwards permitted to go up and see the captain of the insurrectionists; I was taken to the armony, and saw the captain, whose name is BILL SMITH; I was kept prisoner for more than an hour, and saw from five hundred to six hundred negroes, all having arms; there were two or three hundred white men with them; all the houses were closed. I went into a tavern kept by Mr. CHAMBERS; thirty of the inhabitants were collected there with arms. They said most of the inhabitants had left, but they declined, preferring to protect themselves; it was reported that five or six persons had been shot. Mr. SIMPSON was escorted back over the bridge by six negroes.

The train with the Frederick military is laying at Point of Rocks. A train with the directors of the Pennsylvania Railroad on board, is on the other side of Harper's Ferry. It was believed that the insurrectionists would leave as soon as it became dark. Orders have been received here that the train shall stop at Sandy Hook until Col. LEE, who is following in a special train, arrives. There are any amount of rumors, but nothing certain.

MONOCACY, Tuesday, Oct. 18—1 A. M.

The special train, with Col. LEE'S command, passed this station at 11:30 P. M. It is supposed that there is difficulty in adjusting the breaks in the road this side of Harper's Ferry, as nothing has since been heard of the expedition.

Episcopal General Convention.

RICHMOND, Monday, Oct. 17.

Both houses have agreed to hold their next Convention in New-York.

The report of the Committee on typographical errors in the standard Bible has been adopted, and Dr. MASON, of Maryland, appointed typographical corrector.

The order of the day was the consideration of resolutions by the Committe on domestic and foreign missions. A long debate took place. It chiefly related to the extension of missionary operations in Japan, China, &c. All the Committee's resolutions were adopted except the last, which was to memorialize the President, asking him to address the Court of Spain respecting religious toleration in Cuba.

Pending the debate the house adjourned.

The Sunday Law in Pittsburgh.

PITTSBURGH, Monday, Oct. 17.

Chief-Justice LOWRIE, whose driver was fined twenty-five dollars for violating the Sunday laws in driving his family to church, has published a card, in which he says he was quite ignorant that he had been allowing a trangression of the law, though he had studied it carefully, and officially declines carrying the case further, because there may be suitors before the Supreme Court in other cases, and they ought not to be embarrassed by having one of its Judges pecuniarily interested.

J. F. Shepard of the People's Five Cent Savings Bank of Boston.

BOSTON, Monday, Oct. 17.

J. F. SHEPARD of the People's Five Cent Savings Bank of this city, was brought before the Police Court this morning on a charge of defalcation, and on waiving an examination was bound over in the sum of $12,000 to stand his trial at the Superior Court

Death of John Calhoun.

St. Louis, Monday, Oct. 17.

JOHN CALHOUN, Ex-Surveyor-General of Kansas and Nebraska; and President of the Lecompton Constitutional Convention, died at St. Josephs on the 13th inst.

The Attempted Insurrection at Constantinople

From the correspondence of the Paris papers are derived the following particulars of the recent attempt to overthrow the reigning dynasty of Turkey:

It is not yet three months since a secret society was founded which had for its daring object to seize the Sultan and his Ministers, and to modify the form of Government. The principal personage, Sheik AHMED, a Kurd, born at Suleymanieh, inhabited the médrécé (school) of the Mosque of Sultan BAJAZID. He is an enlightened man, free from fanaticism, much esteemed as a theologian and philosopher, and of incontestable honesty. Like most of the Turks, Sheik AHMED deplored the manner in which public affairs were conducted, the growing feebleness of the Empire, the administrative abuses, the financial disorders, the incessant and immoderate expenses of the palace; he severely criticised the acts of Ministers and the weakness of the Sovereign. He was listened to with deference, and his words derived great importance from the moral authority he enjoyed. Added to this, facts of daily occurrence confirmed those words, and increased the popular discontent. Around the Sheik were grouped men who shared his ideas, and frequently met. They comprised magistrates, clergy, military men, persons of the middle classes, and employes.

Among the Sheik's admirers and friends was the Circassian, HUSSEIN PASHA, a hot-headed, resolute man, distinguished, in 1855, in the Kars campaign. He was then Colonel of the First Regiment of Arabistan, and is said to have greatly distinguished himself in the repulse of the Russian attack. His conduct on that occasion won him a General's rank. Less fortunate last year in Montenegro, where his *corps d'armée* was roughly handled, and he himself had two horses killed under him, and escaped most narrowly, he was removed from his command. He went to Constantinople to demand a court-martial, which was refused. Left without employment, and considering himself unjustly treated, he became a malcontent. He deemed himself dishonored and his character became soured. He fell in with Sheik AHMED, and readily joined in his plans. According to the version before me, he was the arm of the plot, as the Sheik was its head. About two months ago, however, HUSSEIN was appointed to the staff of the army of Roumelia. At first he refused to go, but at last yielded and departed. It is said to have been then agreed that, in his absence, the direction of the movement should be intrusted to HASSAN PASHA, General of Artillery and member of the Secret Society, who commanded the Bosphorous, with all his batteries and military posts. DJAFER PASHA was another conspirator. He is an Albanian of high family, who in former days was more than once in arms against the Porte, but who, during the campaign on the Danube, joined the Sultan's army with 200 of his countrymen armed and equipped at his own charge. After the war they promised him much, but performed nothing; they would not even let him return to his own country, but compelled him to live in Constantinople on his pay of about £7 sterling a month. The conspiracy made many other recruits, some of them men of much importance. They include a great number of officers, and even non-commissioned officers of Artillery, Engineers, and the Guard. The number of officers comprised is estimated at not less than 850. There was a regular organization. The society was divided into two classes, chiefs and associates. Only the chiefs knew each other; the associates knew only their chiefs, each of whom grouped around him 100 to 150 men. I believe I may affirm that this society reckoned scarcely less than 15,000 to 18,000 men. The following was the plan of the conspirators: When the Sultan should be returning from the mosque, or when at night he should leave his kiosk at Topkaneh, to return to the palace with his habitual escort of palace officials and domestics, he was to be allowed to reach the narrowest part of the street which runs parallel with the Bosphorus from Topkaneh to Dolma Bagtchi. In that part is the post of Cabutach. The officers and the soldiers were to carry off the Sultan. All had been gained over, or nearly so, and the officer answered for his men. The Sultan taken, rockets were to be thrown from the stairs of Cabutach, to serve as a signal for the regiment quartered at Kulalee, some distance up the Bosphorus, on the opposite side. This regiment was to go by detachments to arrest the Minister of WAR, RIZA PASHA, in his fall at Beglerbeg, and the Grand Visier, AALI PASHA, and the Minister of Foreign Affairs, FUAD PASHA, at their falls at Canlidja.

Other Ministers and Presidents and Members of Councils were to be arrested, and, with the Sultan, were to be kept prisoners. According to one statement, the man who betrayed the plot, HASSAN PASHA, did so on account of a resolution taken to put them all to death; ABDUL MEJID included. The general opinion in Constantinople, however, is said to be that there was no intention of proceeding to such extremities, and that HASSAN invented the story to extenuate his first fault. The conspirators had fixed (without consulting them) on a number of persons of distinction to replace the deposed dignitaries. The Sultan was to be declared deposed, and his brother or his eldest son (accounts vary) was to be put upon the throne. Everything was arranged. On Saturday, the 17th of September, the plot was to be carried out; but on the Wednesday night preceding HASSAN went to RIZA PASHA and told him all. Prompt measures were taken. In the night of Thursday, and on the Friday and Saturday, many arrests were made. The prisoners were sent to Kulalee, to Scutari, and to Daoud Pasha.

NEWS FROM EUROPE.

LONDON PAPERS BY THE HAMMONIA.

THE SAN JUAN DIFFICULTY.

Kossuth on the Late War.

The screw-steamship *Hammonia*, of the Hamburg line, from Southampton on the 4th inst., arrived here last evening.

The advices thus received are not so late as those supplied by the *North Briton*; but we are placed in possession of London journals to the day of sailing, and from them derive additional news of interest.

According to the *Daily News*, it is said to have been decided that the *Great Eastern* is to leave Portland on the 8th and proceed to Holyhead. Under the provisions of the mercantile marine acts the *Great Eastern* would not be permitted to carry passengers, and the Directors would be liable to heavy penalties if they did so before receiving the certificate of the Marine Department of the Board of Trade. No passengers will, therefore, be conveyed on her trial trip.

The *Times* says: "During the past week no fewer than forty total wrecks have been posted on the books at Lloyd's. Among the more calamitous was the destruction by fire of the ship *Schah Jehan*, from Calcutta to the West Indies, with 300 coolie emigrants. Another heavy loss is the total wreck of the *Sovereign of the Seas*. There are, in addition, several missing vessels, respecting which the most painful forebodings are entertained.

The London papers announce the death of that eminent non-conformist divine and theological writer, JOHN ANGELL JAMES. The event occurred at Birmingham on the 1st inst.

The convict bankers, Sir JOHN DEAN PAUL and STRAHAN, now in prison under sentence, will be released from confinement on the 23d inst.

The British ship *Providence*, arrived at Falmouth, reports that she was fired into while passing Tarifa, on the 9th ult. One man was wounded, some stanchions and chain-plates carried away, and eight planks of the deck ripped up.

According to a Spanish Ministerial organ, the Government of Madrid intends to fortify Tarifa very strongly.

THE SAN JUAN BOUNDARY DISPUTE.

THE LONDON TIMES ON THE MISSION OF GENERAL SCOTT.

We are glad to learn by the last steamer from America that Gen. SCOTT has been sent to take the place of the bellicose Gen. HARNEY in the command of the Pacific coast. Such a step on the part of President BUCHANAN is only what we had a right to expect from a politician who is old, experienced, and has a knowledge not only of his own country, but of our own. We may say, without fearing the charge of timidity, that we trust this difficulty will be settled peaceably, and according to the just rights of either party. It is so usual for men in command of American detachments or ships of war to indulge in vagaries like those of Gen. HARNEY that we are not disposed to dwell on the discourtesy of this officer; but the notion of disputing our right to an island which has been in the possession of the Hudson's Bay Company for an indesinite time, and which has remained in their hands since the treaty of 1846, and of doing this simply because it was pretended that an American had been arrested for an outrage on the Company's property, is something new in the annals of military achievements. Gen. HARNEY has been beyond doubt merely the representative of a class sufficiently abundant in the unsettled regions of America. The choice spirits who flock to California and Oregon from the more civilised parts of the Union are too much accustomed to administer justice on one another with the rifle and bowie-knife to take much thought about legal tribunals and established jurisdictions. They looked into British territory, refused to pay taxes levied by competent authority, gave Gen. DOUGLAS plenty of trouble, and at last were only brought to order by the determination of the Government, supported by the mass of British-born subjects. Having been foiled in attempting to subject British Columbia to the reign of rowdyism, they have since endeavored to nibble at the possessions of her Britannic Majesty. The Island of San Juan is the spot which, by a forced interpretation of a very simple treaty, it is attempted to make American ground. It is only within the last few days that anything has been heard of this island—that its very name has been known generally—in the British metropolis. But for some time the idea of contesting our rights has been cherished by the local patriots, and some two months or more since it was determined to try what boldness and affected contempt of British remonstrances would do. In Gen. HARNEY the promotors of this enterprise had a fitting leader. Under pretence that an American had been illegally arrested by the Hudson's Bay Company, he declared that the time was come to assert by force the rights of the United States. Oregon is not now at six months' distance from Washington, nor are the Atlantic States divided by any lengthened term of voyage from the shores of England. Three months might be sufficient to settle the question of the Gulf of Georgia by the two Governments, and in that time it could not be pretended that the citizens of the United States were likely to suffer any great injuries or indignities. But to send a dispatch home requesting the settlement of the dispute, and then to offer arrangements with the British authorities during the necessary interval, would be a tame way of proceeding. It suits neither the temper nor the interests of a republican commander. Such a man may be swayed by two desires—the first to show his resolution to foreigners, war with whom forms almost the whole history of his country; the second to gain popularity in his native State for the Union in general, and open the way for future professional or political success. It is, no doubt, a great thing for a General to have the admiration of such a race as peoples California, to be their leader in an aggression which they will all support, and to be able to count on the suffrages of them, or those like them in other States of the Union. We cannot tell what may have already happened in those distant regions, but it is quite certain that if blood has been spilt, it must rest on the head of the officer who bethought himself of settling by a *coup de main* the difference in the construction of a treaty between his own country and such an empire as England. The naval force which Governor DOUGLAS can call to his aid is far from small, and the resources of the two countries in this respect are so different that we need have no fear of the result, should the intemperance of Gen. HARNEY and his supporters carry matters further than the patience of the British authorities can bear.

The circumstances of the landing are already pretty well known. There had been petty disputes for a month or two, the island having always been treated as British, and the Americans guilty of any encroachment having been resisted by the Hudson's Bay Company, when in July the claim of the United States to the island was first put in force by the landing of a body of troops. This took place on the 27th, the United States' Boundary Commissioner accompanying the troops. Having thus put an end, as far as in them lay, to any discussion of the rights of England, the Americans then bethought themselves of a conference with the British Admiral. Not a single British ship of war had been at the place for weeks previously; but, the fact of the American aggression having become known to the Admiral, he repaired to San Juan, and on the 11th of August, a fortnight after the invasion, a Mr. CAMPBELL, the United States' Boundary Commissioner, and Col. CASEY, of the American army, arrived in a packet-ship, and requested that Admiral BAYNES would come on board their vessel, and confer with them. This request, it is needless to say, was at once declined.

So stood matters at the last dispatch of mails from California. We trust that nothing has since happened to complicate the dispute. Should things remain as they were, the arrival of Gen. SCOTT with instructions from Washington will, no doubt, tend to bring matters to an amicable conclusion. The principal work, however, is to be done in the two capitals, and we would counsel the American Government, in all friendship and sincerity, not to minister to the ambitious passions of any man or class, by contesting rights which seem to us too strong for sophistry to overturn. There can be no doubt that the treaty of 1846 gave, and was intended to give, to Great Britain and the United States the free navigation of the Gulf of Georgia, and that this could be alone effected by making the channel which divides the two empires what it was always considered to be—the broad estuary which flows to the eastward of San Juan. That was the channel in those days when California had not yet been colonized, when British Columbia was yet unknown and unnamed, and when Oregon itself was a wilderness, wandered over only by the hunter and the trapper. Nothing was thought of other channels between San Juan and Vancouver, passable indeed to the steamers of the present day, but never navigated in those times, and surely never present to the minds of the statesmen who, map in hand, negotiated the Treaty of 1846. This is the view of the matter according to the spirit of the treaty, but if we take the letter it bears out no less our claims. The express words are, that "the line shall be continued westward along the 49th parallel of latitude to the *middle of the channel which separates the Continent from Vancouver's Island*, and then southerly, through the middle of said channel and Fuca Straits, to the Pacific Ocean." On these words the British Government is content to rest its claim, and it is mere surveyor's work to determine whether the line southward from the middle point of the channel, in 49° north, and through the middle of Fuca Straits, does or does not give the Island of San Juan to the British Crown.

THE FATE OF HUNGARY.

INTERESTING LETTER FROM M. KOSSUTH.

The following letter, addressed to JOHN MCADAM, Esq., of Glasgow, is published in the Bulletin of that city:

LONDON, Sept. 26, 1859.

MY DEAR SIR: The fatal day of Villafranca prostrated my hopes at a moment when we had the deliverance of my country within sight; nay, almost within the reach of our hand, like a ripe fruit ready to be plucked; and here I am again, a poor exile, as I was four months ago, only older by ten years from the bitter pangs of disappointment.

I say designedly "disappointment," and not "deceit." Of deceit I cannot complain, for I took good care to guard myself and my country against even the possibility of deceit; but I feel my heart nearly broken by disappointment, unwarranted by circumstances, unaccounted and unaccountable.

Without that thunderbolt from a clear sky—the Villafranca arrangement—this moment at which I write, Hungary would have already filled a page in the annals of history than which none equal stands yet on record; because the whole nation was united, ready, and resolved as scarcely ever before. All the feelings which sometimes bring division into a national household—difference of religion, language, race, and distinction of classes—had melted into one great common resolution—to get rid of the banditti rule of the House of Austria as soon as the war would take its logical expansion.

And the positive knowledge of this fact only adds to the bitter pangs of my disappointment. To be thus stopped at the moment when we were stretching out our hand to pluck the ripe fruit of liberty is distressing beyond description.

Well, it is as it is, and must be borne. It shall be borne undespondingly, though not without grief. I feel tranquil in my conscience that I have done the duty of an honest man and of a good citizen, by not neglecting to try whether or not events might be turned, on a solid basis, to the profit of my native land.

And some consolation I have besides. I had occasion to get reassured on the point that no diplomatic tricks—in fact, nothing that the lying craft of despots may devise—will ever for a moment divert my nation from its unalterable determination to take advantage of every reasonable opportunity for reasserting its independence.

I have learned that this resolution can as little be broken by terrorism as it can be shaken by any concessions which the HAPSBURGS may devise in the hour of their need. I have learned that Hungary knows how to endure, how to wait, but never will change. I know that the nation is as well disciplined as it is determined.

I have been confirmed, together with my nation, in the conviction that no great European question can ever receive its definitive solution without us; nor can Europe be brought to a settled condition without the rights and legitimate claims of Hungary being taken into due account.

From this conviction we desire the certainty of our future. We believe in our future freedom, therefore we shall be free. The corresponding resolution has with the whole nation become a religious creed.

To have learnt all this is some consolation; and one more I have—I have the satisfaction to know that by insisting on the guarantee of irretractible facts preliminary to my giving the signal for rising, I have preserved my country from great misfortunes for aims which were not our own, and have preserved its future uncompromised—intact. This, at least, is a bright speck on the dreary horizon of my deep grief.

I was particularly careful to warn my fellow-countrymen in exile not to be led away by impatience, to throw up their positions which they may have gained by industry, before events take a turn which will warrant my calling on them. I even warned, in public papers, my countrymen in America to wait, and not to stir. Thanks to this precaution, no harm has accrued to any one on my account. But the prisoners of war from the Hungarian regiments flocked spontaneously to our banner.

We had already five battalions (upwards of 4,000 men) organized—alas! in three weeks more we should have had 23,000 of them. When the war was brought to an untimely end, I considered it a duty to guarantee the condition of the gallant band. I wished them to return home, rather than be scattered in misery over the face of the earth, provided I could secure to them a safe return.

I therefore insisted on a double stipulation for them—that of amnesty, and that of exemption (*congé definitif*) from further Austrian military service. I succeeded in both regards. France insisted peremptorily, and Austria felt obliged to yield—both points are guaranteed as far as stipulations can guarantee; it remains to be seen how Austria (false Austria) will execute them.

On this point I want to be kept in knowledge, accordingly I ordered . . . . . He reports that some of our home-going braves may possibly write to me under your address.

Excuse this liberty, and should any such letters come to your hands, do me the favor to forward them to me. There will be nothing in them of a compromising character. We are no conspirators, nor do we want to be conspirators. Our national cause has long ago outgrown such poor swaddling clothes—where the whole nation is one conspiracies are useless, as they are unwise.

I am like the birds of the air; I had given up my house, and have yet none—in fact, have no spot on earth to rest my weary head upon; therefore, till further notice, please (occasion arising) to send letters to the care of FRANCIS PULSKY, Esq., No. 13 St. Alban's Villas, Highgate-rise, London, N. W.

Allow me to trust that your friendly feelings towards me and mine have undergone no change by late events; and believe me to be, with particular consideration, yours ever truly, KOSSUTH.

JOHN MCADAM, Esq., No. 45 Hyde Park-street, Glasgow.

THE HUNGARIAN QUESTION AS EXPOUNDED BY KOSSUTH.

From the London Times.

M. KOSSUTH divides his attentions about equally between both sides, and after his chuckle over one monarch he proceeds immediately to make another as uncomfortable as possible. Hungary is represented as a simple volcano, only—and all the worse for that monarch—a most convenient and manageable volcano, ready to blow up whenever M. KOSSUTH tells it to do so. The concessions of the Austrian Court to the Protestants are dismissed with one contemptuous half-sentence, and Hungarian independence is described as biding its time, certain of the issue. He tells Austria that nothing but independence will satisfy Hungary, and that anything short of that will be accepted without thanks, as the forced gift of fear. We do not profess ourselves ready to take every word of M. KOSSUTH for gospel when he declaims and prophesies about Hungary. As a professed liberator he is, of course, bound to represent his country as aiming at a total rejection of the Austrian yoke, and never to be satisfied with anything else. At the same time, the facts which we all of us have before us are enough to show that Austria has but a weak and slippery hold of Hungary. She is somehow incapable of incorporating Hungary in her system, and making it feel at home in and a part of her Empire. How is this? Are we to take the pure unqualified "nationality" ground, and conclude that no people ever can be happy except under rulers of its own blood? Is it Austria's sole crime that Austria is not Hungary, and Hungary is not Austria? Nobody will, of course, deny the force of the nationality ground, and the liberation of Lombardy after five centuries of the German yoke will not weaken it; but the "nationality" ground is not everything or nearly everything. Nations have time after time been conquered by other nations, and have united afterwards with the conquerors, and the two have made one nation, and all the stronger and more powerful a one for the mixture. Look at the case of Ireland, so often quoted against us. Here there has not been that complete blending of races; but no one would for a moment say that Ireland was not incorporated into the English empire, and was not as substantial a part of us as Yorkshire, possessed of equal rights and privileges. The difference is, that liberty is a principle that incorporates, despotism is not. The process which incorporates a conquered nation with the conqueror is that of gradual concession, where disabilities are step by step removed, till after first yielding one point, and then another, there is at last produced a complete civil equality. But here lies the great difference between a free country and a despotism; the concessions of a free country are *trusted*, they are depended upon perfectly, because everybody knows that a free country *cannot* retrace a step of this kind; she is constitutionally incapable of it; it is not a matter of honor and keeping a promise, but of political nature; every concession is an advance in an order of things, and can no more be undone again than the course of the sun or the revolution of the seasons. But the concessions of a despotism cannot be trusted; they are not the gifts of an order of things, but of an individual will; they are given and taken away again as events dictate. This very case is one in point. The rights just conceded to the Protestants of Austria are only the same rights they enjoyed before the Revolution of 1848; they were then withdrawn; they are now granted again, but who can trust such a system of concession as this? Can the ruled nation feel any security in its position when it has only the will of an individual to depend upon? No, "Trust not in Princes nor in any child of man;" the individual's is a weak pledge indeed; an order of events is alone a sure security. Monarchs are censured for breaking their pledges, and they deserve the reproach, but the truth is they are men; they are individuals. Events take a turn, a prosperous crisis arrives, and they are immediately in the hands of the old party again. They can hardly, if they would, stand against the tide, and they forget their promises with their altered position. But the word of political nature is sure; the concessions of a free country advance and never can go back again, and they end in the complete incorporation of the conquered nation.

THE FRENCH ARMY—AN ORDER-OF-THE-DAY OF MARSHAL NEIL.

Marshal NEIL, on lately assuming his command at Toulouse, published the following order-of-the-day:

"SOLDIERS: The Emperor has deigned to confer on me the command of the sixth military arrondissement. In placing me at your head His Majesty accords me a proof his high confidence, of which I may well be proud. A recent and glorious war has shown once more what may be expected from the courage and devotion of the French soldier. At present, you are about to take advantage of the leisures of peace to improve your training and discipline, which are the first bases of the power of armies. The experience of the past will be turned to the advantage of the future, so that if war should again break out it may not be attended with less glory to our arms than in these later years, and that, under all circumstances, the Emperor may rely on your bravery and devoted loyalty. Unceasingly occupied in encouraging and encouraging your labors, I shall always be happy to reward your services."

THE STATE OF ITALY.

CIRCULAR OF THE SARDINIAN GOVERNMENT.

Correspondence of the London Times.

PARIS, Sunday, Oct. 2—6 P. M.

A circular note has been sent by the Sardinian Minister of Foreign Affairs to the diplomatic agents of that country at the Courts of London, Paris, Berlin and St. Petersburgh, for the purpose of communicating it to those Governments. The document in question is couched, I understand, in lucid and earnest terms; and forcibly sets forth arguments in favor of the formation of a strong and independent Kingdom of Upper Italy, sufficiently powerful to counterbalance the influence of Austria, and keep in check her domineering tendencies. The constitution of such a State would, it is urged, dispel the apprehensions and tranquilize the mind of Europe, at the same time that it fulfilled the just wishes, so loudly and unanimously expressed, of those Italian countries which have lately shaken off tyrannical governments. The note points out the impossibility of Piedmont

FROM CUBA.

Interesting Letter from Theodore Parker.

THE ANTI-SLAVERY STANDARD IS PERMITTED TO PUBLISH the following extracts of a private letter from the lamented man :

Correspondence of the New-York Times.

BOSTON, Switzerland, Sept. 12, 1859.

MY FRIEND : Now that I am at home, I don't like such things much, and when I'm tired of my own country I don't like it as well as I did before I left it. I have only an old-fashioned blue slate grave-stone, with my name and appropriate dates, to cost three or four dollars. I should like to be buried under a great mass of stone. I suppose my friends will give me a marble monument, perhaps none since ZOROASTER, ever did such a thing. No President, neither one thing nor other officially or privately. I wonder men don't look and inquire. First, what's men are seen, and second, what's done, done, before they make such a fuss over his dead body.

That statue of Webster in the yard of the State House—what a disgrace it is to the State ! If I had been Governor I would have refused to pay for it. Ashamed of the artist, ashamed of the sculptor, ashamed of the men who ordered it. But we will give the artist a chance next day. This Winter City owns the Music Hall, and next year two hundred and fifty dollars. A concert-hall, and next year two hundred and fifty. A concert-hall, and next year two hundred and fifty. A concert-hall. Why, the Winter City owns the Music Hall, and next year two hundred and fifty dollars. A concert-hall, and next year two hundred and fifty. A concert-hall. Why, the Winter City owns the Music Hall, and next year two hundred and fifty

GENERAL MARKETS.

WANTED—A RESPECTABLE YOUNG WOMAN, to do housework in a small family. Apply at No. 6 Carlton-row, 4th-st.

WANTED—A RESPECTABLE YOUNG WOMAN, to do housework in a small family. Apply at No. 6 Carlton-row, 4th-st.

WANTED—A SITUATION BY A RESPECTABLE young woman, to do housework or take care of children. Call at No. 6 Carlton-row, 4th-st.

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The Sun-Bell Gazette

NEW-YORK, SUNDAY, OCTOBER 15, 1854.

THE NEW-YORK TIMES.

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Weekly—One Year.....1 00

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Rejected communications cannot be returned under any circumstances.

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Semi-Weekly—First insertion.....25 cents
Semi-Weekly—Each subsequent insertion.....12½ cents
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CITY INTELLIGENCE.

Presentation of a Mourner by the Firemen.

FUNERAL OF CHIEF ENGINEER DARBE.

The Appearance of the City and the Procession.

Mayor.

Yesterday witnessed a celebration which will be remembered as a memorable one in the annals of our Fire Department. Triennial parades do not occur with sufficient frequency to make them common-place, and as this was but the second which the Firemen have undertaken, they had the novelty of freshness to recommend them. Besides, the occasion was one of peculiar solemnity, and the sad circumstances which called forth the display added to the impressiveness of the scene. Although the day was not favorable, the streets were thronged with spectators, and the procession was a fine one. The Firemen were out in full force, and the display was a credit to the organization. The Fire Department of this city is composed of a body of men who, for the most part, are engaged in laborious occupations, and who, in the discharge of their duties, are frequently exposed to danger and hardship. Their services are rendered gratuitously, and they are entitled to the respect and gratitude of the community. Their parades are generally made the occasion of festivity and merriment, and the display of yesterday was a novel one in this respect. The object of the parade was to show respect to the memory of a deceased brother, and the Firemen, in their appearance, conformed to the solemnity of the occasion. The line was formed on Fifth-avenue, in the vicinity of Madison-square, and moved down Broadway to the Battery, where it was reviewed by the Mayor and Common Council, and the Board of Fire Commissioners. The procession was headed by Chief Engineer Decker, and his staff, followed by the Fire Commissioners in carriages. Then came the Fire Marshal and his assistants, and the Chief Engineers of the Volunteer Fire Department, in carriages. The Volunteer Firemen were in full uniform, and marched in platoons, with their apparatus, consisting of hose-carriages, hook-and-ladder trucks, and engines. Each company was preceded by a band of music, and the whole line presented a very fine appearance. The Volunteer Firemen are a body of men who are entitled to the respect of the community, and the display of yesterday was a fitting tribute to the memory of a deceased brother.

The line was formed at 9 A.M., on Fifth-avenue, the right resting on Thirty-fifth-street, but it was long after that hour before the organization was complete, and the general effect imposing. We must, however, defer the description of the procession to another day, as it will not be seen by the general reader before the publication of this article.

THE PROCESSION.

The line was formed at 9 A.M., on Fifth-avenue, extended from Thirty-fifth-street down the Fifth-avenue to Fourteenth-street, passed from the ball-door; Madame Devlin's residence, in the Fifth-avenue, to the window; the footmen in silver buttons and velvet coats-of-arms, hastened the horses' heads to the carriage of Eagle Hook and Ladder Company No. 4, on the left of Hook and Ladder Company No. 2, a line with its apparatus and others, in the order of precedence, as follows: "Chief Engineer of the Fire Department, and Chief Marshal, and Chief Engineer Howard, the Grand Marshal, and Chief Engineer Howard, the Grand Marshal, divided into eleven divisions, each with its special staff, and Chief Engineer Decker's staff, in carriages, followed by the Commissioners of the Fire Department, in carriages, and the Fire Marshal and his assistants, in carriages, followed by the Volunteer Fire Department, as follows:

The Board of Fire Commissioners and the Board of Engineers were entertained with a dinner by Chief Engineer Howard, at Kenny's new restaurant, No. 632 Broadway, after the procession.

ENTERTAINMENT BY THE CHIEF ENGINEER.

Incidents.

The Board of Fire Department were entertained with a dinner by Chief Engineer Howard, at Kenny's new restaurant, No. 632 Broadway, after the procession.

The "Mutual Assurance Bar Company," so called, met last evening at the Bilton Hotel, corner of Fulton and Nassau-sts., and perfected their organization. The following officers were elected: Abraham Hone, President; Jacob Barker, Vice-President; Isaac Adams, Secretary; Peter Cooper, Treasurer; Samuel F. B. Morse, Counsel; Cornelius Vanderbilt, Auditor; Moses Taylor, Actuary; Edward Cooper, Attorney; Peter Cooper, Samuel F. B. Morse, Cornelius Vanderbilt, Moses Taylor, Edward Cooper, Abraham Hone, Directors.

The Alderman's vacancy in the District occasioned by the reelection of County Clerk Cleary, is filled by the election of Daniel Jaff-a-down Democrat, at the recent election in the Sixth Ward received last night 97 majority over Mr. Cleary, Rep. The Democratic majority in the Board of Aldermen is now 7.

SECOND ALDERMANIC DISTRICT.

The Aldermanic vacancy in the District occasioned by the election of County Clerk Cleary, is filled by the election of Daniel Jaff-a-down Democrat, at the recent election in the Sixth Ward received last night 97 majority over Mr. Cleary, Rep. The Democratic majority in the Board of Aldermen is now 7.

SECOND ALDERMANIC DISTRICT.

Aldermanic meeting of the 7th inst. Present, Alderman Cleary, Chairman, and several other Aldermen. Minutes of last meeting read and approved. Mr. Cleary presented the petition of Wm. Hone and others, praying for the erection of a Police Station-house in the Fifth Ward, which was referred to the Committee on Police

New-York Tribune, Saturday, October 13, 1860

LEGAL NOTICES.

NEW-YORK SUPREME COURT.—HENRY MORTON, WILLIAM HENRY and HENRY C. BOLTON, Executors, &c., of JOHN L. MORTON, deceased, against ELIZABETH MORTON and others.—Pursuant to a decree of partition made in this action and entered in the office of the Clerk of the City and County of New-York, on the 15th day of October, 1859, I will sell at public auction, at the Merchants' Exchange, in the City of New-York, on the 1st day of December, 1859, at 12 o'clock noon, the following described real estate, viz: All that certain lot, piece or parcel of land, situate, lying and being in the City of New-York, and bounded and described as follows, viz: Beginning at a point on the northerly side of Bleecker-st., distant 100 feet 6 inches westerly from the corner formed by the intersection of the northerly side of Bleecker-st. with the westerly side of Sullivan-st., running thence northerly parallel with Sullivan-st. 100 feet 11 inches; thence westerly parallel with Bleecker-st. 25 feet; thence southerly parallel with Sullivan-st. 100 feet 11 inches to Bleecker-st.; thence easterly along Bleecker-st. 25 feet to the point or place of beginning. Dated New-York, October 15, 1859. JOHN L. MORTON, Jr., Referee, 68 Wall-st. DAVENPORT & BARLOW, Solicitors, 68 Wall-st.

NEW-YORK SUPREME COURT.—CITY AND COUNTY OF NEW-YORK, ss.—Pursuant to a decree of partition made in the above-entitled action, and entered in the office of the Clerk of the City and County of New-York, on the 15th day of October, 1859, I will sell at public auction, at the Merchants' Exchange, in the City of New-York, on the 1st day of December, 1859, at 12 o'clock noon, the following described real estate, viz: All that certain lot, piece or parcel of land, situate, lying and being in the City of New-York, and bounded and described as follows, viz: Beginning at a point on the northerly side of Bleecker-st., distant 100 feet 6 inches westerly from the corner formed by the intersection of the northerly side of Bleecker-st. with the westerly side of Sullivan-st., running thence northerly parallel with Sullivan-st. 100 feet 11 inches; thence westerly parallel with Bleecker-st. 25 feet; thence southerly parallel with Sullivan-st. 100 feet 11 inches to Bleecker-st.; thence easterly along Bleecker-st. 25 feet to the point or place of beginning. Dated New-York, October 15, 1859. JOHN L. MORTON, Jr., Referee, 68 Wall-st. DAVENPORT & BARLOW, Solicitors, 68 Wall-st.

SUPREME COURT.—CITY AND COUNTY OF NEW-YORK, ss.—In pursuance of an order of the Supreme Court, made at a Special Term thereof, held at the City Hall, in the City of New-York, on the 15th day of October, 1859, notice is hereby given to all persons having claims against WILLIAM H. ARMSTRONG, late of the City of New-York, deceased, to present the same, with the vouchers thereof, to the subscribers, at No. 136 William-st., in the City of New-York, on or before the 1st day of April next.—Dated New-York, the 15th day of October, 1859. EDWARD C. CLARK, Executor.

IN PURSUANCE OF AN ORDER OF THE SURROGATE of the City and County of New-York, notice is hereby given to all persons having claims against the estate of CHARLES B. WHITE, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at No. 25 William-street, in the City of New-York, on or before the 1st day of April next.—Dated New-York, the 15th day of October, 1859. JAMES R. WHITE, } Executors. JOHN A. KASKADE, }

IN PURSUANCE OF AN ORDER OF COURT, notice is hereby given to all persons having claims against WILLIAM H. ARMSTRONG, late of the City of New-York, deceased, to present the same, with the vouchers thereof, to the subscribers, at No. 136 William-street, in the City of New-York, on or before the 1st day of April next.—Dated New-York, the 15th day of October, 1859. EDWARD C. CLARK, Executor.

IN PURSUANCE OF AN ORDER OF THE SURROGATE of the City and County of New-York, notice is hereby given to all persons having claims against JOHN HARRISON, late of the City of New-York, deceased, to present the same, with the vouchers thereof, to the subscribers, at No. 25 William-street, in the City of New-York, on or before the 1st day of April next.—Dated New-York, the 15th day of October, 1859. ANDREW A. HARRISON, } Administrators. GEORGE HARRISON, }

SEALED PROPOSALS WILL BE RECEIVED by the undersigned at the office of the Board of Commissioners of Central Park, No. 36 Union-square, until 12 o'clock M. on THURSDAY, the 27th inst., for the construction of a Stone Wall on the Eighth-av. front of the Park, between 59th and 65th-sts. Plans and specifications may be seen at the office of the Board of Commissioners, No. 36 Union-square, on and after THURSDAY, the 20th inst. The Board reserves the right to reject any or all bids. By order of the Board. JAMES BOGARDUS, Secretary. New-York, Oct. 15, 1859.

SEALED PROPOSALS WILL BE RECEIVED at the office of the Board of Commissioners of Central Park, No. 36 Union-square, until 12 o'clock M. on THURSDAY, the 27th inst., for the construction of a Stone Wall on the Eighth-av. front of the Park, between 59th and 65th-sts. Plans and specifications may be seen at the office of the Board of Commissioners, No. 36 Union-square, on and after THURSDAY, the 20th inst. The Board reserves the right to reject any or all bids. By order of the Board. JAMES BOGARDUS, Secretary. New-York, Oct. 15, 1859.

SCHOOL PROPOSALS WILL BE RECEIVED by the undersigned, at the office of the Board of Education, No. 146 Grand-st., until FRIDAY, the 28th inst., at 12 o'clock M., for the erection of a School-house on the lot on the southerly side of Grand-st., between Lewis and Suffolk-sts., 50 feet 6 inches westerly from the corner formed by the intersection of the southerly side of Grand-st. with the westerly side of Lewis-st., 50 feet 6 inches by 100 feet, and 5 stories high, with the modern improvements. Also, for the erection of a School-house on the lot on the northerly side of Rivington-st., between Suffolk and Clinton-sts., 50 feet by 100 feet, and 5 stories high, with the modern improvements. Also, for the erection of a School-house on the lot on the southerly side of Houston-st., between Sullivan and Thompson-sts., 50 feet by 100 feet, and 5 stories high, with the modern improvements. Also, for the erection of a School-house on the lot on the southerly side of Houston-st., between Mercer and Greene-sts., 50 feet by 100 feet, and 5 stories high, with the modern improvements. Also, for the erection of a School-house on the lot on the southerly side of Houston-st., between Wooster and Sullivan

THE GREAT ISLAND CASE.

Correspondence between Gov. Morgan and Attorney-General Venables.

From the Albany Evening Journal.

The following correspondence between the Governor and Attorney-General establishes the fact that the Governor was not in Canada, as reported by the Tribune correspondent, during the time that the Attorney-General was engaged in preparing the opinion in the Great Island case, called in question by a portion of the press of the State.

STATE OF NEW-YORK,
EXECUTIVE CHAMBER, Oct. 10, 1870.

SIR: I desire herewith a copy of your letter of this date, addressed to me at Albany.

Respectfully yours,
JOHN A. DIX.

HON. JOHN H. VENABLES, Attorney-General.

ALBANY, Oct. 10, 1870.

SIR: I received your communication relating to the Great Island case, by the hands of Mr. Bynner, on the evening of the 7th inst., at Albany, and immediately proceeded to examine the questions involved in the case, and to prepare the opinion which you have since received. I was engaged in the discharge of this duty during the whole of the 8th inst., and on the 9th inst. I left Albany for Canada, and did not return until the evening of the 10th inst. I was not aware that you desired the opinion to be delivered before I left Albany, or I should have left it with you.

Respectfully yours,
JOHN H. VENABLES.

HON. JOHN A. DIX, Governor, &c.

STATE OF NEW-YORK,
EXECUTIVE CHAMBER, Albany, Oct. 13, '70.

SIR: I received your communication stating that you had prepared the opinion in the Great Island case, and requesting me to deliver it to the Board of Pilot Commissioners. I have delivered the opinion to the Board of Pilot Commissioners, and have received from them a communication, a copy of which I inclose herewith, stating that they have accepted the opinion and will act upon it.

Respectfully yours,
JOHN A. DIX.

HON. JOHN H. VENABLES, Attorney-General.

STATE OF NEW-YORK,
ATTORNEY-GENERAL'S OFFICE, Albany, Oct. 13, '70.

SIR: I have received your communication stating that you had prepared the opinion in the Great Island case, and requesting me to deliver it to the Board of Pilot Commissioners of New-York, and have delivered it accordingly. I have received from them a communication, a copy of which I inclose herewith, stating that they have accepted the opinion and will act upon it.

Respectfully yours,
JOHN H. VENABLES.

HON. JOHN A. DIX, Governor, &c.

STATE OF NEW-YORK,
EXECUTIVE CHAMBER, Albany, Oct. 15, 1870.

SIR: I inclose herewith a copy of a letter from the Attorney-General, dated Oct. 13, 1870, and a copy of my reply, dated Oct. 15, 1870, relative to the Great Island case.

Respectfully yours,
JOHN A. DIX.

To the Hon. E. D. MORGAN, Albany, N. Y

The New-York Times.

VOL. II.—NO. 333. NEW-YORK, WEDNESDAY, OCTOBER 19, 1859. PRICE TWO CENTS.

THE NEGRO INSURRECTION.

Origin and Objects of the Plot.

Startling Discovery of Abolition Designs.

SEIZURE AND CAPTURE OF THE ARSENAL.

AT WASHINGTON—QUESTION OF JURISDICTION.

WASHINGTON, Tuesday, Oct. 18.

The President, Secretary of State, and Secretary of War were together several hours to-day, on matters connected with the proceedings at Harper's Ferry, and the result of the conference was the sending of Robert Ould, Esq., Solicitor to superintend legal proceedings in the premises.

The intelligence which has been received in Washington and the neighborhood has astonished, and the extraordinary events have been relieved.

It is said that the affair at Harper's Ferry is the most extensive ever occurred in this country, involving at the same time both State and Federal jurisdiction. While the State is affected as to slavery and insurrection, the General Government is interested with regard to the public property, it having extensive control over internal grounds independently of the State, and also with regard to the mails.

Already in distinguished quarters the question of jurisdiction is discussed, as Governor Wise will, it is said, claim the prisoners now held by the United States troops, to be dealt with according to the laws of Virginia. In this case, the question of jurisdiction will have to be determined by the Judiciary.

ORIGIN OF THE CONSPIRACY.

From the Baltimore American, Oct. 18.

The principal originator of this short but bloody insurrection was, undoubtedly, Capt. John Brown, whose connection with scenes of violence in the Border warfare in Kansas then made his name familiarly notorious throughout the whole country. Brown made his first appearance in Harper's Ferry more than a year ago, accompanied by his two sons—all three of them assuming the name of Smith. He inquired about land in the vicinity, and made investigations as to the probability of finding ores there, and for some time boarded at Sandy Point, a mile east of the Ferry. After an absence of some months the elder Brown reappeared in the vicinity, and rented or leased a farm on the Maryland side, about four miles from the Ferry. They bought a large number of spiked spades, and this confirmed the belief that they intended to mine for ores. They were frequently seen in and about Harper's Ferry, but no suspicion seems to have existed that "Bill Smith" was Capt. Brown, or that he intended embarking in any movement out of the ordinary or extraordinary. Yet the development of the plot leaves no doubt that his visit to the Ferry and his lease of the farm were all parts of the preparation for an insurrection which he supposed would be successful in exterminating Slavery in Maryland and Western Virginia.

Brown's chief aid was John E. Cook, a comparatively young man, who has resided in and near the Ferry some years. He was first employed in tending a lock on the Canal, and afterwards taught school on the Maryland side of the river, and, after some residence in Kansas, where, it is supposed, he became acquainted with Brown, returned to the Ferry, and married there. He was regarded as a man of some intelligence, and known to be Anti-Slavery, but was not so violent in the expression of his opinions as to excite any suspicions.

These two men, with Brown's two sons, were the only white men connected with the insurrection that have been seen about the Ferry. All were brought in blown from a distance, and nearly all had been with him in Kansas.

The first active movement in the insurrection was about half past 10 o'clock on Sunday night. Watchman Hoffman, the watchman at Harper's Ferry Bridge, while walking across toward the Maryland side, was seized by a number of men who said he was their prisoner and must come with them. He recognized Brown and Cook among the men, and knowing them, feared the matter as a joke; but, enforcing silence, they conducted him to the Armory, which he found already in their possession. He was detained and other watchmen sent for and captured. The watchman who was to relieve Watchman at midnight found the bridge lights all out, and was immediately seized. Suspecting it an attempt at robbery, he broke away, and his pursuers, thinking some one had given him, he escaped. The first appearance of the insurrectionists was at the house of Col. Lewis Washington, a large farmer and slave-owner living about four miles from the Ferry. A party, headed by Cook, proceeded thither, and seizing Col. Washington, told him he was their prisoner. They also seized all the slaves near the house, took a carriage horse and a large wagon with two horses. When Col. Washington saw Cook he immediately recognized him as the man who had called upon him some months previous, and to whom he had exhibited some valuable arms in his possession, including an antique sword, presented by Frederick the Great to General Washington, and a pair of pistols, presented by Lafayette to Washington, both being heir-looms in the family. Before leaving, Cook wrested Col. Washington to engage in a shoot of skill at shooting, and exhibited considerable skill as a marksman. When he made the visit on Sunday night, he alluded to his previous visit and the courtesy with which he had been treated, and regretted the necessity which made it his duty to arrest Col. Washington. He, however, took advantage of the knowledge he had obtained by his former visit, to carry off all the valuable small arms, which he did not re-obtain till after the final defeat of the insurrection.

From Col. Washington's he proceeded with him as a prisoner in the carriage, and twelve of his negroes in wagons, to the house of Mr. Allstadt, another large slaveholder in the same road. Mr. Allstadt and his sons-in-law (all prisoners) were taken prisoners, and all their negroes which could be found forced to join the movement. He then proceeded to the Armory at the Ferry. All these movements seem to have been made without exciting the suspicions of people in town, nor did the detention of Col. Washington's train.

It was not until the town was thoroughly waked up that found the bridge guarded by armed men, and a guard stationed at all the avenues, that the people discovered that they were prisoners. A panic appears to have immediately ensued, and the number of insurrectionists at once increased from fifty (which was probably their greatest force, including the slaves who were forced to join) to from five to six hundred. In this panicking a number of workmen, not knowing anything of what had occurred, entered the Armory, and were consequently taken prisoners, until at one time fifty men were confined in the Armory. Among these were Messrs. Alexander Boerly, Master Armorer of the Armory; Benjamin Mills, Master of the Armory; and J. H. P. Dangerfield, Paymaster's Clerk. These three gentlemen, with Col. Washington, in their earlier hours, which subsequently became the chief features of the insurrection, were not released until after the final assault. Their apartment was immediately in a large building facing the yard, and were relieved by the bullets which made the bullet-holes which were discovered in the walls after the fight.

The insurrectionists now felt themselves masters of the situation, and commenced operations by stopping the Express Train from the West, which arrived at 11 o'clock. The train was fired into, and the fireman, Hayward, shot dead. The baggage-master, Shipley, was also shot, but escaped. The passengers were robbed of their money and watches, and detained prisoners. The train was then backed to the Ferry, and the passengers detained in the Armory. Among the passengers was Col. Lewis Washington, who was recognized by Cook, and informed that he was free. Col. Washington, however, refused to leave his fellow-prisoners, and remained with them.

The next train from the West, at 1 o'clock, was thrown off the track by the displacement of a rail, and fired into. The fireman, Higgins, was shot dead, and the engineer severely injured. The passengers were robbed of their money and watches, and detained prisoners. Among the passengers was Col. Washington, who was recognized by Cook, and informed that he was free. Col. Washington, however, refused to leave his fellow-prisoners, and remained with them.

The next train from the West, at 2 o'clock, was thrown off the track by the displacement of a rail, and fired into. The fireman, Higgins, was shot dead, and the engineer severely injured. The passengers were robbed of their money and watches, and detained prisoners. Among the passengers was Col. Washington, who was recognized by Cook, and informed that he was free. Col. Washington, however, refused to leave his fellow-prisoners, and remained with them.

The next train from the West, at 3 o'clock, was thrown off the track by the displacement of a rail, and fired into. The fireman, Higgins, was shot dead, and the engineer severely injured. The passengers were robbed of their money and watches, and detained prisoners. Among the passengers was Col. Washington, who was recognized by Cook, and informed that he was free. Col. Washington, however, refused to leave his fellow-prisoners, and remained with them.

The next train from the West, at 4 o'clock, was thrown off the track by the displacement of a rail, and fired into. The fireman, Higgins, was shot dead, and the engineer severely injured. The passengers were robbed of their money and watches, and detained prisoners. Among the passengers was Col. Washington, who was recognized by Cook, and informed that he was free. Col. Washington, however, refused to leave his fellow-prisoners, and remained with them.

The next train from the West, at 5 o'clock, was thrown off the track by the displacement of a rail, and fired into. The fireman, Higgins, was shot dead, and the engineer severely injured. The passengers were robbed of their money and watches, and detained prisoners. Among the passengers was Col. Washington, who was recognized by Cook, and informed that he was free. Col. Washington, however, refused to leave his fellow-prisoners, and remained with them.

The next train from the West, at 6 o'clock, was thrown off the track by the displacement of a rail, and fired into. The fireman, Higgins, was shot dead, and the engineer severely injured. The passengers were robbed of their money and watches, and detained prisoners. Among the passengers was Col. Washington, who was recognized by Cook, and informed that he was free. Col. Washington, however, refused to leave his fellow-prisoners, and remained with them.

The next train from the West, at 7 o'clock, was thrown off the track by the displacement of a rail, and fired into. The fireman, Higgins, was shot dead, and the engineer severely injured. The passengers were robbed of their money and watches, and detained prisoners. Among the passengers was Col. Washington, who was recognized by Cook, and informed that he was free. Col. Washington, however, refused to leave his fellow-prisoners, and remained with them.

The next train from the West, at 8 o'clock, was thrown off the track by the displacement of a rail, and fired into. The fireman, Higgins, was shot dead, and the engineer severely injured. The passengers were robbed of their money and watches, and detained prisoners. Among the passengers was Col. Washington, who was recognized by Cook, and informed that he was free. Col. Washington, however, refused to leave his fellow-prisoners, and remained with them.

The next train from the West, at 9 o'clock, was thrown off the track by the displacement of a rail, and fired into. The fireman, Higgins, was shot dead, and the engineer severely injured. The passengers were robbed of their money and watches, and detained prisoners. Among the passengers was Col. Washington, who was recognized by Cook, and informed that he was free. Col. Washington, however, refused to leave his fellow-prisoners, and remained with them.

The next train from the West, at 10 o'clock, was thrown off the track by the displacement of a rail, and fired into. The fireman, Higgins, was shot dead, and the engineer severely injured. The passengers were robbed of their money and watches, and detained prisoners. Among the passengers was Col. Washington, who was recognized by Cook, and informed that he was free. Col. Washington, however, refused to leave his fellow-prisoners, and remained with them.

The next train from the West, at 11 o'clock, was thrown off the track by the displacement of a rail, and fired into. The fireman, Higgins, was shot dead, and the engineer severely injured. The passengers were robbed of their money and watches, and detained prisoners. Among the passengers was Col. Washington, who was recognized by Cook, and informed that he was free. Col. Washington, however, refused to leave his fellow-prisoners, and remained with them.

The next train from the West, at 12 o'clock, was thrown off the track by the displacement of a rail, and fired into. The fireman, Higgins, was shot dead, and the engineer severely injured. The passengers were robbed of their money and watches, and detained prisoners. Among the passengers was Col.